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INDIA, AUSTRALIA, &c, and for  
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OUTPORTS.  
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NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
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No. 16,540. 號十四百五十五萬一第 日大初月正年四十三精光 HONGKONG, FRIDAY, FEBRUARY 7TH, 1908. 五時半 號七月二年八零九千一英港香 PRICE, 33 PER MONTH.

# Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 3rd October, 1907. a183

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B.—LIGHT DRY, Green	Seal Capsule	\$13.50	\$1.10
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## WINE AND SPIRIT MERCHANTS.

## ALEXANDRA BUILDINGS.

Hongkong, 27th January, 1908.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but on evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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## The Daily Press.

HONGKONG, FEBRUARY 7TH, 1908.

JEROME K. JEROME regards his pipe as his "strongest friend," chiefly because it never tells him of his faults. Candour is conventionally included in the category of virtues, but there is candour and candour. The candid friend is notoriously friendless. Intellectual candour is rarer, less easy to produce, and there is a great need of it. The average man forms strong opinions without first thinking them out. Professor KINGDON CLIFFORD in one of his essays says: "It is wrong always, everywhere, and for everyone to believe anything upon insufficient evidence." Striving after candour of the intellect, striving as hard to be honest with themselves as honest with others, makes men captains of their souls. For most, however, it means a strenuous strife, a never-ending Sisyphean struggle. The lazy vice of taking things for granted is their rebounding boulder on life's acclivity. The other candour is too cheap, though like many cheap things, it has its uses. It is curious to watch how different people believe when they encounter it. Well-bred people take it smiling, as when Society went to hear and enjoy Father VAUGHAN'S fulminations. Ill-bred people cannot endure it, deserving or undeserving. They get cross; especially if by chance the candid critic fingers a sore spot. Occasionally it falls on ground that is not stony, and then it gives furiously to think. At a local tiffin table yesterday a Doctor made a remark that prompted a Piece-goods Expert to say that he was surprised to find a man in his position giving expression to such opinions, &amp;c. &amp;c. A little heatedly the

medical man rejoined that he never pretended to be a good man, or words to the effect that he never pretended to be anything at all other than he was. One of those cantankerously candid natures of Society sententiously observed that it was "pretentious to pretend to have no pretences." It was rude, but it was a gesture. It led us to look again at a new book of essays by HENRY BLAND, from which we quoted the other day. This new writer, we remembered, is one who makes an effort in the direction of candour, candour of both sorts, the cheap and the dear. As might have been expected, we find that he is less successful when trying to be honest with himself than he is when dealing faithfully with the foibles of his public. "The question of the religious education of young children is a question which all of us, who take any interest in public affairs, have got to tackle whether we like it or not," he says, and he tackles it with a most refreshing candour, as will be seen. Yet in the same book we find the same man taking comfort in Wordsworth's line, "We live by admiration, love, and awe," and on that poetic neoclassic swimming toward the postulate that there are many occasions on which man has to reject evidence in favour of faith. (On the subject of secular versus the other kind of popular education, he marvels to find "how curiously little clear, close, honest thinking had been given to it at all." This applies to an amazing number of conventions. As shareholders in Life, Limited, we are all prone to accept the hint of the Directors, and to "take it as read," and very often the things we regard as axiomatic are those that are truly most debatable. Mr. BLAND quotes a typical citizen's declaration that "to banish definite religious instruction from the elementary schools would be to bring up the rising generation to be more like devils than like men." Mr. BLAND pointed out that about half the children at school in England were receiving no definite religious instruction in the day school: were they noticeably devilish? The other man claimed that the example of the other half saved them, as well as home influences. In this citizen's home, Mr. BLAND happened to know, "you might stay a year (if you went away for week-ends) without guessing that anyone in it held any religious views at all." There were no family prayers; religion was eschewed as a topic. Each member of the family went to church once each Sunday, and that was all. Yet this citizen seemed furiously eager to give definite religious instruction to the children of the working classes, without taking any steps to give it to his own. If we all only dared to speak out fearlessly exactly what we each know! Mr. BLAND makes the effort. He casts his mind back to his own childhood.

"I did believe in ghosts, with an urgent, instant, practical belief. I expected to come across ghosts in dark corners and at the end of dark passages in our old house, and took uncommonly good care not to pass those dark corners alone, and to keep well away from the end of those dark passages. But I don't think I ever expected to come across an angel anywhere. And yet I was always being told that there were no such things as ghosts, and that angels were all about us, especially about our beds when the light was put out. Yet, looking back, I am quite sure that I never drew any comfort from the presence of those angels about my bed. I can't say I disbelieved in them, because that would have been to doubt the word of grown-up people, but in those dreadful frenzied minutes after the light was out and before I fell asleep, what comforted me was the noise of talk and movement downstairs. That was real, I felt. Now, how was it, I ask myself, that while I did believe in grisly ghosts I did not believe (with a vital belief) in radiant, white-winged angels? Well, I think it was because I noticed that the grown-up people about me, my nurse and the other servants, for instance, did believe in ghosts, while none of them, so far as I could gather from their conduct, believed a single little bit in angels."

Then with regard to divine anger or sorrow over naughtiness, Mr. BLAND always found that when he had been guilty of some small offence his parents forgave him, and he reasoned therefrom that divine forgiveness was equally sure. "Small children, very small children, do reason and they reason father well." So those considerations never affected his conduct; he must have been a calculating little monster. He shared with countless other children the sympathy with the bad, unfortunate characters in the Bible stories, "used to clutch my small fists whenever I thought of Elisha and those she-bears. . . . his monstrous touchiness about his bald head!" And so on; he goes through the tragedy of the unfolding child-mind, and we can sympathize heartily, forgetting to be shocked. "One may as well speak out; if we don't tell the truth to ourselves and to each other about children we shall never get to the bottom of the religious difficulty." Quite so, and of numerous other difficulties. Look round, take up almost any question of the day, that has any vitality in it at all, and see if a plea for candour, for intellectual honesty, is not timely, not urgently to be made and earnestly weighed. Who deceive themselves

## TELEGRAMS.

## [AMERICAN SERVICE.]

## PORTUGAL.

London, February 4th.

Vice-Admiral Ferreira do Amaral has formed a Cabinet.

The Progressist leaders have resolved, while deplored the assassinations, to loyally support the Government provided the political prisoners are released and the measures of the Dictatorship repealed.

Senhor Franco is apparently withdrawing from affairs entirely. The latest accounts show that the Portuguese Princes were armed with revolvers which they fired at the assassin, Prince Manuel firing four shots.

Prince Manuel, presiding at the first Council of State said, I am without knowledge and experience, but place myself in your hands, counting on your patriotism and wisdom.

## LOCAL SPORT.

## HOCKEY.

The Hockey Club will play the R. A. on the Club ground this afternoon at 4.45 p.m., playing in colours. Club Team:—H. Beyer, Goal; T. M. Knott and C. W. Jeffries, Backs; H. V. Wilkinson, H. L. Garrett and C. B. Johnson, H. J. Hayes; S. F. Ricketts, R. O. Hutchinson, R. F. C. Master, C. P. Chaper and L. G. Bird (Capt), forward; Reserve: T. C. Gray.

## THE ROYAL HONGKONG YACHT CLUB.

Owing to the resignation of Mr. G. G. Franklin, on account of his leaving for Japan, Mr. Hedley G. White (c/o Messrs. Blackhead & Co.) has been appointed Honorary Secretary and Honorary Treasurer to the R. H. K. Y. C., as from to-day (7th inst.).

The match at Kowloon is closed and any member wishing to row must proceed to the new Club House at North Point which is now open.

The date of the officials' opening ceremony will be advertised later.

## TO FIND THE SOUTH POLE.

## DAIRY FARM ENTERPRISE.

## BRITISH EXPEDITION LEAVES NEW ZEALAND.

The Dairy Farm Co. Ltd. landed a lot of 20 fine cows on Wednesday, shipped to them from Australia per s.s. "Changez." The lot is composed of breeds of pure Holstein, Holstein-Ayrshire and Holstein-Jersey, and are likely to yield a very rich quality of milk. They expect a further lot of 20 of the same class of cows by the s.s. "Taiyuan," due 4th March.

In addition to these, they received, in November last, a lot of 31 specially selected pure Ayrshire cows direct from Scotland, which have been pronounced as the best lot seen in these parts.

## MESSAGE FROM THE KING OF PORTUGAL.

The following (translated) telegrams have been exchanged between the President of the Biblioteca Lusitana and the Private Secretary of His Majesty the King of Portugal:

"Biblioteca Lusitana express deep feelings of condolence, death King, their honorary President; salute respectfully kiss hands His Majesty Dom Manuel II."

CUNHA.  
President."

"His Majesty the King feelingly tenders thanks.

Conde d'Arnozo."

## TRIUMPH OF NERVE.

LINER'S SURGEON OPERATES IN A STORM. One of the most dramatic incidents in the history of Atlantic voyages took place during the recent passage of the Cunard liner *Fannion* from the Mediterranean.

The vessel was ploughing its way through a severe storm when the ship's surgeon Mr. J. F. Orr, reported to the captain that a Scotch stoker named Law, who was suffering from appendicitis, was in a critical condition, and that if the man's life were to be saved an immediate operation was necessary.

The captain at once gave the order for the ship to be stopped, and dozens of gallons of oil were hurled overboard in the effort to keep the vessel from pitching in the heavy seas that were running.

While every effort was thus made to keep the ship steady the surgeon was carrying out the operation in the sick bay below. The operation was successful, but when it was over the surgeon practically collapsed, so great had been the strain on his nerves. Every moment while he had been working with the knife he had been faced with the fear that the pitching of the ship in the storm might make his hand slip and cause a fatal wound.

The stoker who would have died within twenty-four hours had the operation been delayed, was convalescent when the ship arrived at New York, and was expected to be able to resume his work in a few days.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Vorwärts* left Singapore for this port on the 5th inst., and is due here on the 11th inst.

The Indo-China str. *Latoung* left Calcutta for this port via the Straits on 3rd inst., and may be expected here on or about 18th inst.

The I.G.M. str. *Prinz Adalbert* left Genua on the 5th inst. at 8 a.m., and may be expected here on or about the 4th prox.

The I.G.M. str. *Kleist* which left here on Sunday, the 2nd inst. at 10 a.m., arrived at Shanghai on Wednesday, the 6th inst., at 1 p.m. The Boston str. *Sheaamus* left Kobe for Moji on the 5th inst.

## SUPREME COURT.

Thursday, February 8th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. JUSTICE WISE.  
(PULSEN JUDGE).

## AN UNPROFITABLE PARTNERSHIP.

W. H. Manners sued F. H. Cornell to recover the sum of \$217.50 for money due. Mr. P. W. Goldring (Messrs. Goldring, Barlow and Murrell) appeared for the defendant, and informed the Court that Mr. Lowe had been into the books and found in respect of the partnership transactions between the plaintiff and the defendant that there was a balance due from the plaintiff to the defendant instead of the other way about.

Plaintiff stated that he received a sum of \$20 from a man named Mathews, which he handed over to the F. H. Cornell. Mathews was repaid by plaintiff, who had his receipt. Witness was not present when Mr. Lowe went into the account.

His Lordship—The defendant said he used this money up in the business.

Plaintiff—Hardly, and when the things were sold I did not receive any of the money.

Examined by Mr. Goldring plaintiff said he did not pay over only \$15 out of the \$200. Their business was not very successful.

Defendant was then called and stated that in May 1906 he entered into partnership relations with the plaintiff. They started business as electricians and electroplaters, witness contributing roughly about \$200 of the capital and plaintiff \$300. The understanding was that Mr. Manners was to have a one-third share in the business which, however, was not a success, and all the capital was lost. To a certain Chinese firm in Wan-chai from whom they got material Mr. Manners paid \$150 on account of his share of the capital. Defendant sent plaintiff a statement of accounts at the end of December 1906, which showed that Mr. Manners was indebted to him, but knowing at the time that he had no money witness did not press the matter.

Questioned by Mr. Manners, defendant admitted that he had said the capital was lost.

And you sold the business for a total cash to Wilks and Jack?—I sold a certain plant.

For how much?—\$900.

And you went to work for Wilks and Jack?

Yes. And you have been working for them ever since?—I have.

The plant which you sold for \$900 I believe cost us \$3058?—Somewhere about that.

Have I seen these books and vouchers?—All the vouchers you have seen not once, but several times.

While these accounts were being made up, was I present?—Neither was I.

So that I've had no say in the matter. Now, when you sold the business to Wilks and Jack did you receive any amount from me?—It was sold with your knowledge.

Defendant here informed the Court that on December 1st Mr. Manners went to Macao. On that date there was no money in the ship of the British South Polar expedition under Lieutenant Shackleton, left Lyttelton at 5.30 this afternoon for the Antarctic, receiving an enthusiastic farewell from the townspeople.

The Nimrod will go down to the winter quarters of the Discovery in latitude 77°50' South. After landing a party of explorers, the ship will return to New Zealand in March, thus avoiding the risk of being frozen in like the Discovery.

In December of this year she will again sail for the Antarctic, and bring home the expedition in March 1909.

The exploring party will probably be landed at McMurdo Bay, and will try to reach the Magnetic Pole, placed by Ross 100 miles to the westward.

Their main object, however, will be to follow up the south sledge journey from the Discovery, which passed as far south as 82°17' and then found mountains ranging up to 15,000 feet in height. To make a longer journey possible they will have to go inland.

Plaintiff proceeded to cross-examine:

Have all the debts we owed been settled?—Since the end of September I have paid off what I could.

His Lordship—What did you do with the \$900?—Used that for paying debts.

Plaintiff—You've got here an amount due to the comrade; has that been paid?—When

the Finance Committee. This course was adopted purposely in order to give hon. members every opportunity possible for asking for whatever information they required, and also to enable the Government to ascertain in what direction information was required with a view to providing it as fully as possible. My hon. friend on the left assured members that I should be most willing to give every information in my power. I may go further and say I welcome this opportunity since one has not recently arisen on the subject of the whole course of the railway. A certain amount of information on the question proposed by the hon. member is contained in the paper which has been placed before you. He asked for information both as to the control, finance and route of the railway, and also as regards its history, and I will endeavour as fully as I am able to do so, to give the information on each of these heads. You will recall that in 1905 it was decided to build the railway by means of a loan. It was not a question of whether the undertaking would be an immediately remunerative concern; it was not a question of whether the railway would pay interest and sinking fund on the capital expended, or even if it would pay working expenses. It was a question of preserving the predominance of Hongkong. It was a question of seeing that the final outlet of the great railway of China should be at Kowloon, and no other place. I think, therefore, it was with the consent of the whole community that the decision was arrived at, a decision which I personally most heartily concur with. The first step to take was to make a preliminary survey, and to base upon it a preliminary estimate. The task was entrusted to an able engineer, Mr. Bruce, and I think we can say it was well done. Those of you who have any personal experience in railway construction know it is not practicable to expect that a preliminary survey shall be accurate in all its details, nor is it practicable to expect that there shall be no alterations found necessary in the alignment first laid down when it comes to be examined in detail by the constructing engineers. The estimate made by Mr. Bruce amounted to \$4,470,000 to which had to be added the estimate of the hon. the Director of Public Works for a reclamation of a section which amounted to \$355,000, which made the total \$5,055,500. This estimate included certain land resumptions and station buildings, but it did not include any provision for telegraph, fencing, and I think it included no provision for storage godowns. There also had to be added subsequently provision for double bridges. This was undertaken in consequence of clause 2 of the first loan agreement, and I think that the same is being done on the Canton section. The iron work is for a single line only. It may appear to many hon. members that if any anticipations were formed of the line going to be double in any section, those anticipations would mostly apply to the tunnel, since it would be impossible to broaden it once the lining had been completed. I am assured by the Chief Resident Engineer that two parallel single line tunnels only cost some 25 per cent more than one single double tunnel owing to the space wasted by the height and the area of excavation involved. And he tells me also that even were the line double throughout with the sole exception of the tunnel it would cause little block or delay if a signal station were at each end. I will turn to the history of the railway. The Secretary of State for the Colonies decided it should be constructed on what is known as the departmental system, through the medium of the Crown Agents. This is not the time or place for me to criticise that system. The Government that adopted it claims that it saves contractors profits; that alterations which further examination of the country, or enlarged or altered views can at any time be made without the liability to contractors which would be incurred if the contract had already been signed. It gives more direct supervision of the cost to the Government, and gives it more discretion as to change. These gentlemen are great advantages. The system as adopted in practice has also, however, weak points, the chief of which in my opinion is that the local Government is not in sufficiently close touch with the consulting engineers and does not correspond directly with them. The Chief Resident Engineer arrived in March 1906. My predecessor in his great anxiety to push forward with the utmost possible despatch, resumed lands in the neighbourhood of Taipo and instructed the Colonial Public Works Department to begin work at once. In November 1905 the Chief Resident Engineer on arrival, after making a detailed survey, decided to run the line from the neighbourhood of Taipo somewhat more inland than had been arranged in Mr. Bruce's survey. The former line had run in that neighbourhood almost completely over the seabed which involved very costly bridges and some danger from heavy seas. The new alignment was conducted very carefully indeed in order to endeavour to balance the amount of cutting with the amount of earth required for reclamation. He also decided to make a small tunnel from a small hill near Taipo instead of going round it and he succeeded in finding a way of avoiding the dangerous point at which the maximum gradient and limiting curve were simultaneously obtained at a point overhanging a dangerous river. It was an undeniable improvement for the road, and the line was at the same time shortened. These alterations, especially the latter one, unfortunately involved the abandonment of a considerable portion of the work that the Public Works Department had been ordered to do. New land had to be resumed, old land had to be sold. A small loss was incurred on that which forms a debit in the new estimate, but I think probably the bank railway no longer required will be used for the formation of a road. There were some other minor alterations in order to avoid the costly resumption of land, and in order to facilitate the bridging of roads several roads had to be altered, especially Taipo Road, Geocoune Road and Des Voeux Road. In June 1907 the Chief Resident Engineer presented his estimate which amounted to \$8,000,000 or an increase of \$2,948,142. The statement which will be laid later shows an increase under each head, but I propose with your permission to endeavour to give you a clearer grasp of the general reasons of the increases in the estimates than can be obtained from a table of figures. In the first place, under earth work, the Chief Resident Engineer states that the former estimate was hardly half sufficient under the rates, but it is very difficult to know exactly what rates Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates. The Chief Resident Engineer says he has since his arrival here considerably reduced the rates he found were paid for earth work when he arrived in the Colony. In spite of that reduction he says he is quite confident that Mr. Bruce's line could not have been made for the full extent of the present estimate. In the same way, as regards bridges, these were similarly under-estimated, and a too little was charged for supervision. The alterations which have been described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the consulting engineers will bear him out in

this statement. The abandoning of the bank made by the Public Works Department involves a small extra debit which has to be borne in the new estimate which contains several items altogether omitted in the former, such as fencing, telegraph and storage altogether amounting I think, in the new estimate to \$111,573, and also the cost of doubling the bridges and extending the cuttings. Mr. Bruce's estimate had, as I said, made some provision for station buildings, but the present estimate does not make provision for station buildings but includes platforms and several miles of sidings more than in the original estimate. The estimate of the Director of Public Works for reclamation work remains about what it was. The quantities are practically the same although the reclamation estimated for by the Director of Public Works only extended as far as the storm water drain. It is now being extended to meet Blackhead's wharf, but the extra cost involved by this extension has been made lighter by narrowing the areas proclaimed, that is to say, by drawing the line a little nearer to the shore. Both the cost of this reclamation and the seawall which faces it, and also the cost of the alterations of the drains to include the earth work the small piece of additional seawall from where the original reclamation ceases from Blackhead's wharf, involved an extra cost of \$110,000. That \$110,000 will have to be added to the existing estimate of \$3,668,000. I may say with regard to this bit of seawall that it was not included in the estimate because it was still under discussion whether the line should be drawn direct involving the construction of a deep seawall costing about \$75,000, or whether we should set back 150 feet, thereby reducing the cost to \$110,000. That cost has now been decided on. There remain several items not included in the other estimates in connection with the terminus, and in order to obtain a deep sea birth for a large vessel it was necessary to acquire Marine Lots 218, 31 and 34 from Measles, Blackhead. Protracted negotiations with the owners eventually resulted in its purchase for \$615,000. The negotiations were in the hands of my hon. friend on the left, the Director of Public Works, and I think we can congratulate him on the very successful issue. The original estimate was for \$812,000. That sum, together with the \$110,000 for the seawall, are the only additions so far decided upon to the existing estimate, and bring it up to \$8,722,052. To that too, must be added the cost of rolling stock not included in the other estimate; that is estimated at \$18,000. Hon. members will, I am sure, believe that I am most anxious to give the fullest possible information on all points, the interests of the railway and of the Colony compel me to speak with reserve on those matters still under discussion, and which are the subject either of negotiation as regards land resumption, or may be the subject of negotiation as regards a working agreement with China. You are asked in the resolution before the Council to vote a sum of \$300,000 for land resumption, and another \$50,000 towards the building of stations. These matters are now being discussed, and it is as impossible for me to speak as fully and frankly as I should wish to do in the present circumstances, but no decision will be taken without full consultation with the consulting engineers and the concurrence of the Secretary of State. As regards the question of station buildings they are to some extent dependent upon the terms of the working agreement. You were asked in the resolution to vote a sum of \$300,000 for land and \$30,000 as an adjustment towards building and equipment for the workshops. I propose to erase those figures from the resolution because I think it is extremely improbable that there will be an undertaking of anything with regard to workshops in the present year. That matter also is largely dependent upon the terms of the agreement. In the whole question of the cost of the railway I shall use my utmost endeavours to insure economy in every detail, but at the same time I am sure I would not be carrying out your wishes if I confined myself to a short sighted policy. I do not think it would be in the interests of the railway, and might very seriously in the future detract from the remunerative capacity of the line. You must remember, gentlemen, that this line will be the terminal section of the main line from Peking to Kowloon, some 1500 miles long, and in these matters of station terminus, workshops and facilities for shipping, wharfage, etc, any inability to realise the future of the line might be disastrous for the future interests of this Colony. We arrive then at the following figures: the present cost including the sanctioned estimate, \$8,000,000, and including the amount for rolling stock and the amount for seawall amounts to \$8,722,052. It is impossible as I said, to say what amount may be required for station buildings and land, but I think that if we put the total at somewhere in the neighbourhood of \$9,850,000, that should see our total liabilities in respect of the line exclusive of workshops. Out of the sanctioned estimate of \$8,000,000 we have spent a total of \$2,894,682. The papers which have been laid, and which will be supplied will show you in detail the work which has been accomplished, but I think it may be interesting if I read through the work of the past year. In the matter of survey the whole has been completed, and there is a permanent saving of \$1,837. In the question of land all resumption outside Kowloon has been finished with the exception of a small piece at Shatin Valley. The estimate for the year next is \$32,816, and that of course is not necessarily a permanent increase in the whole estimate. Earthwork was \$177,033 under the estimate. The reason for this is that the very difficult piece of survey between Shatin and Tai Po which I spoke just now when the line moved inland instead of running over the seabed delayed the earthwork in that section, and the earthwork has been carried over to the present year. It seemed unnecessary to pay higher rates in order to insure the work being done this year, for in this section there is no earth at all, since it will be impossible, I say, to borrow until probably late in the year the interest provided in the estimate will readily cover a very much larger sum than that I have named. We are also paying interest on the amount advanced to the railway, that is to say £22,000 at £3/13/- per cent. The interest paid to that account amounts to £8,080 giving a total of £21,700 provided in the estimate for the current year as our total liability in respect to the interest for railway loans. We shall have spent at the end of the current year, if we do not exceed the estimate contained in the resolution before the Council, the total sum of \$6,834,061. I trust, gentlemen, that I have left no point untouched on which I could possibly give information, but if any further information is required on any point it may be raised when the resolution is referred back to the Finance Committee (applause).

NEW LAW COURT AND POST OFFICE.

Hon. Mr. OSBORNE asked the following question:—Will the Government state whether the contractors for the Law Courts and Post Office are free to pass on with the work as they please; or are they instructed to keep within the limit of expenditure voted in the Estimates?

completed, and 465 feet of the lining, which gives an average of the heading of about 43 feet a week. Since that date, 1st January, we have been making very good progress and on the 20th January the figures stood 2591 feet of heading, and 585 feet of lining, and on some occasions up to 100 feet have been done in a week. On the whole the progress in the tunnel was not very satisfactory. The Chief Resident Engineer gives as his reason the unforeseen difficulties which the engineers encountered, over which they had no control, and secondly the delay in supplying machinery from England, some of which did not arrive until over twelve months after order. Bridges show a saving of \$289,230 and culverts of \$22,199. The saving on all these three items are referable to the same cause as that on earthworks, as I explained just now, and is due to the fact that work has been thrown back in consequence of the Taipo survey, and as time in this section was not important the work has been carried over to the present year. Permanent way and plant showed an increase of \$263,309. The reason for this was that it had been intended to use a metric gauge temporary line for removing earthwork on the reclamation, but as the whole of this would have to be scrapped as soon as the reclamation was completed, it was thought better to use the broad gauge line, and consequently the rails and rolling stock purchased for that work will now remain part of the permanent equipment of the line. Salaries, quarters, etc. increased \$53,096. This arose from an increase found necessary in the staff and also the cost of an outbreak of malaria last summer which caused the doctors to advise that the staff quarters be built on the hills. The outbreak of malaria led to an abortive effort to drain the hillside, which cost \$12,000. That now has been stopped, and in its place a regular issue of quinine has proved more effective. This has increased the medical rates by \$753. Home charges have increased by \$750, and stores decreased by \$500. Typhoon damages in the large sum of \$16,527 and was due to the typhoon of September 1906, and was not in the estimated expenditure of the year; also the sum of \$17,000 approximately is due to the same cause this year, about half of which was due to damages caused by a heavy rain storm in September last year and half to the fire at Tai Kok Tsui. 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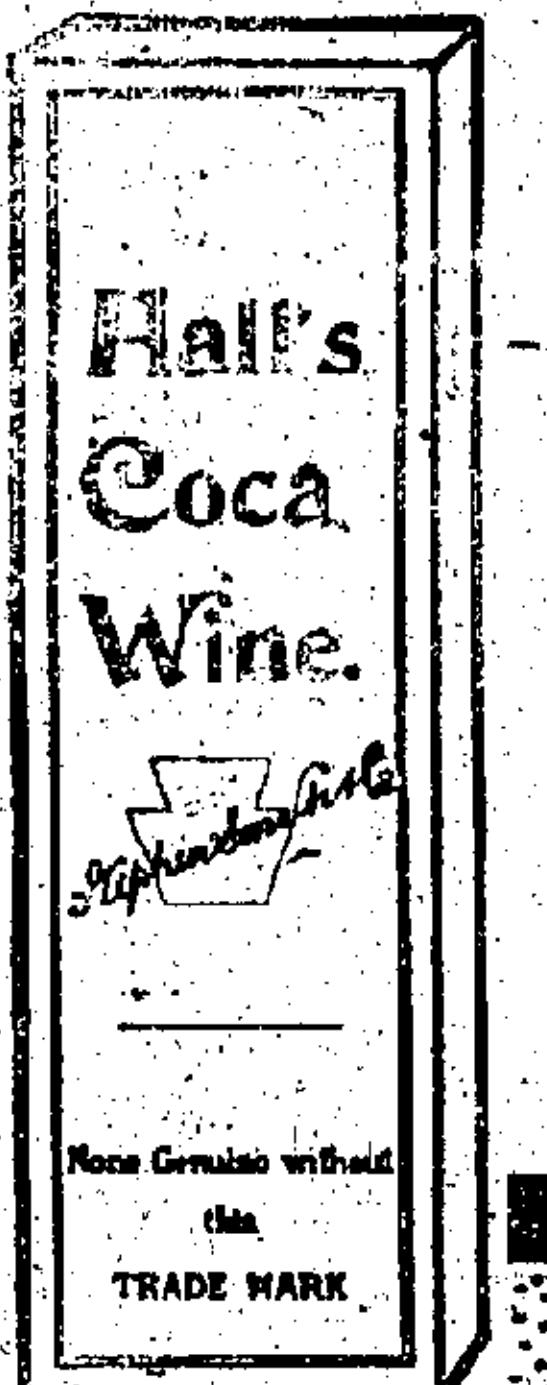
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London, 20th December.

THE SEASON OF THE YEAR.

The approaching festive season brings the cycle of the motor round to its dullest and most dead period. People are more interested in motoring than motors, in parties, balls, and other functions. Besides, the weather is all against it. There is no more enjoyable recreation than a fast motor run on a clear, hard, frosty morning; but, up to now—at any rate about London—there has been nothing but rain, fog, drizzle and rain again; always mud. These conditions are not conducive though some "all-weather" motorists take a pride in ignoring the weather. Such people are not agreeable; they are like the all-the-year-round cold-bath man; they annoy one by their airs of conscious superiority. As I write the sun is trying to shine, and my thoughts wander out to the far-off East, where motoring, under more than summer conditions, is perennial; save, perhaps, at certain odd times, during the rainy season. What would some of us not give to be back there again?

### THE ROVER CAR.

The car of economy this week is the Rover. The Rover Company Ltd., of Coventry, have well maintained the popularity of their products during the past year, and I deal with two or three of their lower priced cars. The first is an 8 h.p. four-seater, at £225, single cylinder, with three speeds (8, 16 and 24 m. per hr.) forward at a normal engine speed of 950 revolutions per minute, reverse 8 m. per hr. The crank-shaft is solid, on ball-bearings, clutch metal in oil; tank carries sufficient for 130 miles; ignition, accumulators with current supply for from 800 to 900 miles; magnet, extra. The carburetor is the "Rover" automatic and is not excellent by any other type. The control, steering, and brakes are of the best and most modern types. Wheels, artillery; Tyres, heavy Dunlop; Rigid body with seating for four, upholstered in leather. The Rover 8 h.p. two-seater, £210 of a similar specification, with bucket seats, as is the 6 h.p. at £135, with the difference that the tyres are Dunlop light car. To this latter, capo-cart hood and folding wind screens are supplied at £2 extra. The same car is supplied with wire wheels, smaller tyres and cheaper body at £165. The general colour of the Rover car is a dark and durable green, with upholstery to match. As a reliable and useful vehicle the Rover stands well with other makes of the same prices and powers.

### A USEFUL LAMP.

A useful accessory for the interior lighting of cars fitted with Cape cart, or other folding hoods has been placed upon the market by the Ever Ready Electric Specialities, 102, Shaftesbury Avenue, and is retailed by most motor-car firms. This is the "Ever-ready" folding head lamp. It is 3/8 in. in diameter and can be conveniently fastened to the rib of the hood which is folded back without any risk of breaking the lamp, which gives a soft but powerful light, and is very suitable where a light but strong fitting is required.

### A NEW SPORT.

One of the "ights of London" at this time of year is the skidding of the motor bus. It affords an unfailing source of amusement and interest to relieve the monotony of dull and drizzling day. In fact, to stand at a lively corner and "watch 'em skid" is becoming a kind of sport among the less indolent elements of our population. On several recent days, and all day long, there was a crowd of a couple of hundred, or more, at the top of Old Broad Street hailing with derisive cheers the blundering efforts of the motor-buses to turn the corner, and the antics of the police constable on point duty to avoid a violent and sudden death.

### ACCEPTED CHALLENGE.

Mr. S. F. Edge has been "trailing" the tails of his coat before the eyes of motorists for some little time, and has, at last, got some of them accepted. The Euston to Edinburgh race against time is "off." The L and N. W. Railway will have nothing of it; So Brooklands provides the obvious alternative. The President of the Metallurgique Company of Belgium has accepted the challenge in the 26 h.p. and the 40 h.p. classes, and Mr. O. Copper will drive the Metallurgique cars against Napiers in both events.

### THE TRAPPED WEASEL.

The average "motor-cars" is usually the dullest event in our Police-Court routine. It remained to the ever-cheerful Magistrate of Marylebone to redeem it by a touch of his inimitable humour. A driver had fallen into a "trap" from which the victim had no chance of escape. Said Mr. Plowden, "Here are these cold-blooded officials, each with a stop-watch in hand. What possible chance has the chauffeur?" My heart bleeds for every thing in a trap, whether it is a chauffeur or a weasel. But there it is. There is nothing more to be said. Forty shillings." It is recorded of an old gao bird that, on being "sent down" by Mr. Plowden, he remarked, "I'd rather get six months from 'em than a week from any other beast."

### FOR THE F.M.S.

An 18-24 h.p. Fiat car has recently been supplied to the order of the Crown Agents for the Colonies for the personal use of Sir William Taylor, the Resident General in the Federated Malay States. The Roi des Belges body is painted dark green with white lines, the upholstery being to match; and it is interesting to note that it has been built at the Fiat Company's Motor Body Building Department at Brighton. Special attention has been paid to rendering the car thoroughly suitable for tropical use; and with this object in view all four wheels are shod with Mosley Perfect Detachable tyres of uniform size, 36 by 5 inches. The car is fitted with Cape-cart hood and wind-screens.

A Japanese company has lately commenced to manufacture motor-cars in a small way in Tokyo. The first vehicle was completed a few weeks ago, and it is claimed that every part

was built in Japan, with the exception of the tyres, lamps, springs and oil. The car is more American than English lines, with a 12 h.p. engine situated about the centre of the frame under the body.

Messrs. Kite Bros. Ltd., of London, Singapore and Penang, have been appointed sole agents for the Straits Settlements and Federated Malay States.

### COST OF EUROPEAN PORTS.

#### AN INSTRUCTIVE INQUIRY.

There has lately been published in Brussels, through the Permanent International Association of Navigation Congresses, the results of an investigation by Mr. E. L. Corthell, the American civil engineer, into the cost of European ports and their operation. In an introductory note Mr. Corthell states that in July of last year he was asked if he could give the cost of operation of half a dozen of the leading ports of Europe and the percentage of the total income of those ports which the cost of operation represented. Although he has been associated for a number of years with the development of some of the leading ports in South America and has devoted much study to all questions relating to the management of ports, Mr. Corthell was unable to furnish the desired information and on inquiry at Washington he was informed that any quest for such data would be like "chasing the rainbow." There is difficulty not only in obtaining reliable data, but in comparing them when found, because Mr. Corthell points out, "most, or practically all, European ports are operated by Governmental or municipalities or Chambers of Commerce, not for immediate returns in the way of profits or even to pay interest on the investment, but to minimize the cost to commerce to such an extent that the ports may be able to compete with rival ports either in the same country or other countries. Larger trade interests are more important to the authorities than the profits that might accrue from the operation of the ports themselves or even to secure a return on the investment."

#### DIFFICULTIES OF COMPARISON.

Notwithstanding the discouragement he received in Washington, Mr. Corthell while on a visit to Europe in the autumn of last year, secured the assistance of M. Henri Viard, and after several months of correspondence with port authorities and study of all possible sources of information data were collected for upwards of dozen European ports and two outside of Europe. The data cover a wide field, comprising numerous particulars of the accommodation, shipping, and financial position of the ports, the whole forming a mass of information which it is believed cannot be found in any single work. The results can best be shown in tabular form, and in the following table we have selected the figures for capital expenditure, the registered tonnage of vessels entered and cleared, gross and net revenue, and the percentage which the cost of operation forms of the gross revenue.

To the cost of Rotterdam, the capital cost represents expenditure during the past quarter of a century; in the case of the other ports the figures collected under this head are stated to represent the cost up to various dates ranging from the beginning of 1908 to the year 1907, and in some instances include the cost of works under construction. The annual returns are either for the year 1905, 1905-6, or 1906, except in the case of Buenos Aires, when they are for 1904. For Bristol, Antwerp, and Bombay only the tonnage of vessels entered appears to be available, and for the Tyne Ports only the tonnage of the vessels cleared, though on this point the report is somewhat contradictory. Mr. Viard regrets that it has been impossible to obtain data for several important ports; the data which he has succeeded in collecting we summarize from the figures as presented in his table, without assuming responsibility for their completeness in all cases.

THE INSTITUTION OF AN EXAMINATION SERVICE.

At any port never has publicly advertised, but at all times when the relations of Great Britain with foreign Powers are known to be in a state of tension, especial care should be taken in approaching the ports, by day or by night, to keep a sharp look-out for the examination steamer, and to be ready to "bring to" at once when hoisted by or warned by the firing of a gun. Under these circumstances unless they have communicated with the examination steamer and received permission to enter the harbour, vessels must proceed to the examination anchorage marked on the Admiralty charts and anchor there.

If an entrance to a port is closed three red

vertical lights by night, or three red lights by day, will be exhibited in some conspicuous position, or near to its approach, and a signal will be given by the examination steamer to the port to be ready to receive the inspection officer.

If the examination service is in force the examination steamer will fly a special flag (white and red horizontal surrounded by a blue border) and a blue ensign and will be distinguished at night.

(a) When the port is closed, by three red vertical lights.

(b) When the port is open, by three white vertical lights.

The pilot attached to the ports will be acquainted with the regulations to be followed.

LONDON AND SOME COMPETITIONS.

It will be seen that though London ranks first in respect of the tonnage of vessels entered and cleared, Hamburg is not far behind, and Liverpool is not a great way behind. Hamburg, Antwerp, presumably, would rank between Hamburg and Liverpool, were the tonnage of both clearances and entrances available for that port. A diagram annexed to M. Viard's report shows, indeed, that the rise of Hamburg, Liverpool, and Antwerp has been particularly rapid during the past forty years. The net revenue of a port, however, seems to bear little relation to the tonnage of its shipping. In this respect London is far ahead of all the other ports for which data are given. Liverpool, which comes second, being credited with a net revenue little more than a third of that of London. The percentage cost of operation also varies greatly. Mr. Corthell's contention that the large majority of European ports are not worked on purely commercial lines needs to be borne in mind in this connection. In summing up Mr. Viard reaches the conclusion that a careful examination of the kinds and methods of management, and of the different classes of ports, justifies the opinion that a port built with and for a fair traffic, operated by a private company as a purely commercial and business enterprise, could be successfully maintained and operated at a cost of not over thirty per cent. of the gross revenue.

### CAUTION WHEN APPROACHING BRITISH PORTS.

#### SOON AGENTS:

### INTIMATIONS

### S. MOUTRIE & CO., LTD.

#### JUST ARRIVED.

### BABY GRANDS

AND

### COTTAGE PIANOS

BY

### BLUTHNER, RUD. IBACH,

### RACHELS, PLEYEL,

CHAPPELL AND

### ROSENKRANZ & CO.

#### INSPECTION INVITED.

#### SOON AGENTS:

### S. MOUTRIE, LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 1372

#### A DELIGHTFUL TONIC BEVERAGE.

"An excellent wine, with an alcohol

strength equal to good port and possessing a similar flavour and bouquet" is how the London "Lancet" describes Hall's Coca Wine.

Although originally designed as a tonic wine, Hall's Coca Wine carries its active medicinal principle in such a manner as to enable it to be used as an ordinary stimulant and beverage

day by day. As a rule it is a strong drink, but Hall's Coca Wine is extremely palatable. Taken at meal times it is agreeable, nourishing, and assuages

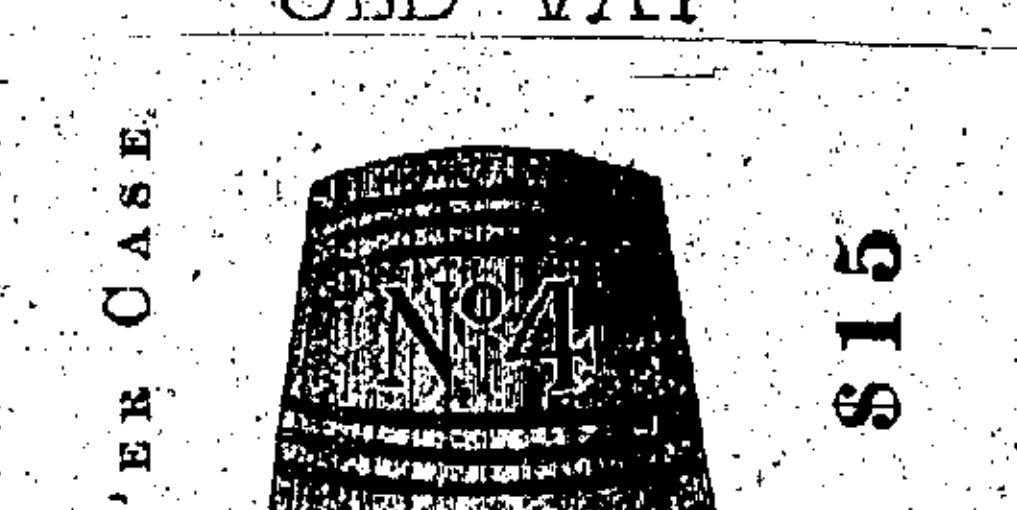
the thirst without recourse to the options

draughts that are so detrimental to the proper assimilation of food. And every glassful makes

the blood and stronger nerves.

60-9

### THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS NO. 3 SINCE 1838.

### SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Supplied to the House of Commons.

### BETTER THAN COPAIBA!!

### MATICO

GRIMAULT & CO., CHEMISTS, PARIS

## SHIPPING.

## ARRIVALS.

AWA MARU, Japanese str., 3,912, P. E. Cope, 6th February—Singapore 31st January, General—Nippon Yuzen Kaisha.  
DELTA, British str., 4,743, C. L. Daniel, 6th Feb.—Bombay 23rd Jan. and Singapore 1st Feb., Mail & General—P. & O. S. N. Co.  
DIAVATOS, Brit. str., 4,376, J. Biopenhansen, 6th February—Singapore 31st January, General—Butterfield & Swire.  
HAPPAN, British str., 1,183, J. S. Roach, 6th February—Foochow Feb. 3rd, Amoy 4th, & Swatow 5th, General—Douglas, Lapraik & Co.  
HANGZHOU, British str., 999, Maylow, 8th Feb.—Shanghai 2nd Feb., General—Butterfield & Swire.  
HILLAS, German str., 1,553, J. Sach, 6th Feb.—Wakamatsu 31st January, Coal—Siemens & Co.  
JOHIN MARU, Japanese str., 702, H. S. Smith, 6th Feb.—Tamsui via Amoy and Swatow 5th Feb., General—Osaka Shosen Kaisha.  
KUANG JAO, Chinese str., 1,299, H. Uddin, 6th February—Chinkiang 1st Feb., General—Chinese.  
KUEICHOW, British str., 1,215, G. Hooker, 6th February—Swatow 5th February, General—Butterfield & Swire.  
LAERATIS, British str., 1,340, J. B. Jackson, 8th February—Saigon 1st February, Rice and General—Chinese.  
LEVANZO, Italian str., 2,281, Belsito, 6th Feb.—Bombay and Singapore 30th January, General—Carlowitz & Co.  
LYDIA, German str., 1,771, Meyer, 5th Feb.—Wuhu 30th Jan., Rice—Siemens & Co.  
MENELETUS, British str., 3,006, Collister, 5th Feb.—Singapore 28th Jan., General—Butterfield & Swire.  
NANCHANG, British str., 1,040, W. Miller, 5th February—Shanghai 2nd February, General—Butterfield & Swire.  
NANSHAN, British str., 1,399, Allan Jones, 6th February—Saigon 1st February, Rice and General—Chinese.  
CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.  
6th February.  
Delta, British str., for Shanghai.  
Denculon, British str., for Shanghai.  
Hangchow, British str., for Canton.  
Kiangning, Chinese str., for Canton.  
Lian, British str., for Amoy.  
Menchow, British str., for Taku.  
Nanchang, British str., for Canton.  
Triumph, German str., for Hainan.

## DEPARTURES.

6th February.  
C. FRED. LAFIZ, German str., for Singapore.  
FUKUSHU MARU, Japanese str., for Swatow.  
HAICHENG, British str., for Coast Ports.  
HUCHW, British str., for Swatow.  
J. DIEDERICHSEN, German str., for Hainan.  
KUICHO, British str., for Hongkong.  
NUBA, British str., for Yokohama.  
POLYPHENUS, British str., for Singapore.  
PROTECTOR, Danish str., for Saigon.  
SHAOSHENG, British str., for Canton.  
TUNG HING, British str., for Canton.  
WAISHING, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Desolation* reports: Moderate to fresh breeze, fine weather.  
The British str. *Hastor* reports: From Foochow to Amoy, light to moderate Western winds and fog. Amoy to Swatow, light Western winds, cloudy overcast. Swatow to Hongkong, Northerly winds.

## VESSELS IN DOCK.

February 6th.  
ABERDEEN DOCKS—Nerite.  
KOWLOON DOCKS—Neil Mcleod, Persia, Germania, Amigo, Soregon, China, Landau, Scherif, Tintan, Cyclop, Shantung.  
COS. POLYTAN DOCKS—Singer, Suisang, Chingking.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL  
WILL BE HELD IN  
MANILA under Government Auspices com-  
mencing on the 27TH FEBRUARY, 1908.

A special inducement to Hongkong residents to patronize this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY the 22ND FEBRUARY. The "ZAFIRO" will reach Manila on TUESDAY morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 26TH FEBRUARY. She will reach Hongkong again at daylight on THURSDAY, the 4th March.

We have arranged a Special Fare for this round trip of \$50, and Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila.

For further particulars, apply to the undersigned.

SHewan, TOMEs & Co.,  
General Managers.  
Hongkong, 23rd January, 1908. 1908-246

VESSELS ON THE BERTH  
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"JAPAN,"  
Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 8th inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASOON & Co., LTD.,  
Agents.  
Hongkong, 5th February, 1908. 305

REGULAR STEAMSHIP SERVICE  
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG  
TO CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERER" Steamship.  
14,500 ton register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 28½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York \$71.10  
Intermediate Steamer 12 NOON, 240, 242  
1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

PROPOSED SAILINGS FROM HONGKONG  
TO ASIA, AUSTRALIA, SOUTH AMERICA, SOUTH AFRICA, INDIA, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA AND SOUTH AFRICAN PORTS.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.  
1 From Green Island to the Harbour Master's; 2 From Harbour Master's; 3 From Blake Pier to Naval Yard; 4 From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	FLAG & BIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	PENINSULAR	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	—	—	SHewan, TOMEs & Co.	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL...	SAXONIA	Ger. str.	—	—	—	On 17th inst.
MARSEILLES, &c. VIA HAVRE & COPENHAGEN &c.	ODAHEN	Fr. str.	—	—	—	On 18th inst., at 1 P.M.
MARSEILLES, LYON & HAMBURG &c.	PETRONIA	Dan. str.	—	—	—	On 21st inst.
MARSEILLES, LYON & HAMBURG &c.	REBENANTA	Brit. str.	—	H. Fybus	HAMBURG-AMERIKA LINIE	About 12th inst.
ROTEEDAM & HAMBURG VIA STRAITS, &c.	PALAWAN	Brit. str.	—	H. Hoff	MELCHERS & CO.	On 10th March.
AMBRIA	—	—	—	C. R. Longdon, B.N.E.	HAMBURG-AMERIKA LINIE	On 9th March.
SELVANIA	—	—	—	P. Grosch	HAMBURG-AMERIKA LINIE	On 24th inst.
PRINZ HEINRICH	—	—	—	Gillhuber	MELCHERS & CO.	On 12th inst., at Noon.
AUSTRIA	AUSTRIA	Aus. str.	—	—	SANDER, WIELER & CO.	About 24th inst.
SHIMOSA	—	—	—	—	DOWELL & CO., LTD.	On 12th inst.
INDANI	—	—	—	—	—	On 22nd inst., at 3 P.M.
SAIN PATRICK	—	—	2 m.	—	—	About 16th March.
EMPERER OF JAPAN	—	—	1 m.	—	—	On 19th inst., at 4 P.M.
MONTEAGLE	—	—	—	—	—	On 22nd inst., at 5 P.M.
KUMERIC	—	—	—	—	—	On 23rd inst., at Noon.
KASATO MARU	—	—	—	—	—	Quick despatch.
—	COWLEY	Aus. str.	—	—	—	For further particulars apply to
D. Mori	—	—	—	—	—	E. A. HEWITT, Superintendent, Hongkong, 29th January, 1908.
G. W. Eddy	—	—	—	—	—	DOUGLAS STEAMSHIP COMPANY, LIMITED.
D. Lonsdale	—	—	—	—	—	For SWATOW, AMOY AND FOOCHOW.
—	—	—	—	—	—	THE Company's Steamship
—	—	—	—	—	—	"PENINSULAR,"
—	—	—	—	—	—	Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 8th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's "MACDONALD," 10,500 tons from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Ties for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars apply to
—	—	—	—	—	—	R. A. HEWITT, Superintendent, Hongkong, 29th January, 1908.
—	—	—	—	—	—	DOUGLAS STEAMSHIP COMPANY, LIMITED.
—	—	—	—	—	—	For SWATOW, AMOY AND FOOCHOW.
—	—	—	—	—	—	THE Company's Steamship
—	—	—	—	—	—	"HAITAN,"
—	—	—	—	—	—	Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 8th inst., at 10 A.M.
—	—	—	—	—	—	For Freight or Passage apply to
—	—	—	—	—	DOUGLAS LIAO LAI & CO., General Manager, Hongkong, 6th February, 1908.	392
—	—	—	—	—	—	NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)
—	—	—	—	—	—	STEAM FOR BOMBAY, VIA SINGA- PORE AND PENANG.
—	—	—	—	—	—	Having connection with Company's Mail Steamers to PORT SAID, MESINA, LEPHORN and GENOA AND VANOC and TANZANIA all MEDITERRANEAN BANAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS to CALAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALLENA, ALICANTE, ALMERIA and MALAGA.)

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICA AND SOUTH AFRICAN PORTS.

## THE Steamship

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Silk and Valuables, all cargo for France and  
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Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars apply to

E. A. HEWITT,  
Superintendent,  
Hongkong, 29th January, 1908.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

For SWATOW, AMOY AND FOOCHOW.

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"HAITAN,"  
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at 10 A.M.

For Freight or Passage apply to

DOUGLAS LIAO LAI & CO.,  
General Manager,  
Hongkong, 6th February, 1908.

NAVIGAZIONE GENERALE  
ITALIANA,  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail  
Steamers to PORT SAID, MESINA,  
LEPHORN and GENOA AND  
VANOC and TANZANIA all MEDITERRANEAN  
BANAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS to CALAO.  
(Taking cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALLENA, ALICANTE, ALMERIA and  
MALAGA.)

THE Steamship

"LEVANZO,"  
Captain D. Mori, will be despatched as above  
on WEDNESDAY, the 12th Feb., at Noon.  
For further particulars regarding Freight  
and Passage, apply to

CARLOWITZ & CO.,  
Agents,  
Hongkong, 31st January, 1908.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND  
BLACK SEA PORT.

THE Steamship

"OCEANIAN,"  
Captain Magnen, will be despatched for  
MARSEILLES, on TUESDAY, the 16th  
February, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows—

S.S. "ERNEST SIMONS" ... 3rd March.

S.S. "TONKIN" ... 17th March.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 7th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	PENINSULAR OF CALL	Noon 8th Febr.	See Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	PALAWAN	About 12th Febr.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st February, 1908.

**CHINA NAVIGATION CO.,  
LIMITED.**

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SUNGKANG"	On 7th Febr., 4 P.M.
SHANGHAI	"YOCHOW"	On 8th Febr., 4 P.M.
TSINGTAU AND CHEFOO	"KWEIYANG"	On 8th Febr., 4 P.M.
MANILA, ZAMBOANGA, PORT DAEWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 10th Febr., 4 P.M.
NINGPO AND SHANGHAI	"KWANGSE"	On 11th Febr., 4 P.M.
SHANGHAI	"KUOKIANG"	On 11th Febr., 4 P.M.
MANILA	"TEAN"	On 11th Febr., 4 P.M.
SHANGHAI	"SHAOHSING"	On 12th Febr., 4 P.M.
CEBU AND ILOILO	"KAI FONG"	On 15th Febr., 4 P.M.
MANILA	"TAMING"	On 18th Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passage, apply to—

Hongkong, 7th February, 1908.

BUTTERFIELD & SWIRE,  
AGENTS.

11

**HAMBURG-AMERIKA LINIE,  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, YOKOHAMA & KOBE:  
S.S. SAMBIA ... 15th Febr.

FOR BREMEN & HAMBURG:  
S.S. SPEZIA ... 24th Febr.

FOR SHANGHAI, YOKOHAMA & KOBE:  
HOHENSTAUFEN ... 21st Febr.

FOR SHANGHAI, YOKOHAMA & KOBE:  
BELGRAVIA ... 5th March

COAST SERVICE.

S.S. KOWLOON ... FOR CHINGKIAH & WUHU. On 10th February. Freight

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 6th February, 1908.

Hongkong Office. 12

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

TAMSUI VIA SWATOW ("JOSHIN MARU") SUNDAY, 9th Febr.,  
AND AMOY Capt. H. S. SMITH at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 5th February, 1908.

T. ARIMA, Manager. 13

**NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.**

FOR NAPLES, GENOA, ALGIERS,  
GIBRALTAR, SOUTHAMPTON,  
ANTWERP and BREMEN.

SHANGHAI, NAGASAKI, KOBE  
and YOKOHAMA ...

KUDAT and SANDAKAN ...

MANILA, NEW GUINEA, BEIS-  
BANE, SYDNEY & MELBOURNE

"PRINZ HEINRICH" Capt. GROSCH

"GOEBEN" Capt. WILHELM

"BORNEM" Capt. F. SEMMEL

"PEINZ SIGISMUND" Capt. D. LENZ

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.

**JAVA-CHINA-JAPAN LIJN**  
REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAJI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN.**  
York Buildings, 1st Floor.  
Telephone No. 375.  
Hongkong, 28th January, 1908.

**THOS. COOK & SON.**  
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.  
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.  
FOREIGN MONEY EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:  
18, DES VENUS ROAD.  
1882] HONGKONG.

Japan Office:—  
14, WATER STREET  
YOKOHAMA.

SIE N TING.

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
83, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1444

NOTICE TO CONSIGNEES.

THE H. A. L. Steamer  
"BRASILIA."

Captain Hasse, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9:30 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN  
MELCHERS & CO., Agents.

Hongkong, 1st February, 1908. 5

**Cutter, Palmer & Co.'s**  
SPECIAL BLENDED WHISKY.

SHIPPERS  
Cutter, Palmer & Co., London.

AGENTS  
SIEMSSON & CO.,  
HONGKONG.

Do you Suffer?

FROM  
HEADACHE  
LOSS OF SLEEP  
INDIGESTION  
TORPID LIVER  
BILIOUSNESS

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Mr.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBR, LIVINGSTON & Co., Agents.

Hongkong, 5th February, 1908. 317

**TOYO KISEN KAISHA.**

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,

CALLAO AND IQUIQUE, VIA JAPAN.

PORTS (Karatsu, Kobe and Yokohama.)

With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons

"KARATO MAKU" ... 6,100 Sometime in

March 1908.

Taking Freight and Passengers to other

Eastern and Western Coast Ports of South

America in connection with Steamers of the

Pacific S. N. Co.

K. MATSUDA, Manager

York Building.

Hongkong, 27th December, 1907. 10

ON SALE.

**THE FIFTY-YEARS  
ANGLO-CHINESE CALENDAR.**

In all cases of CONSTIPATION,  
BILIOUSNESS, INDIGESTION  
and DISORDERED LIVER.

The excellent results obtained by

the use of BEECHAM'S PILLS

have proved them worthy of the

confidence they enjoy. They have

helped thousands and recommend

## POST OFFICE NOTICE

## FOR

## PER

## DATE

SHANGHAI	Friday	7th 9.00 A.M.
Hainan	Friday	7th 9.00 A.M.
Swatow and Shanghai	Friday	7th 11.00 A.M.
Macau	Friday	7th 1.15 P.M.
Kobe and Yokohama	Friday	7th 3.30 P.M.
Cape and Iolo	Friday	7th 5.00 P.M.
Manila	Friday	7th 5.00 P.M.
EUROPE & INDIA via TUTICORIN	Friday	7th 11.00 A.M. to Noon Extra Postage 10 cents
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Friday	7th 11.00 A.M. to Noon Extra Postage 10 cents
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Friday	7th 11.00 A.M. to Noon Extra Postage 10 cents
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Friday	7th 11.00 A.M. to Noon Extra Postage 10 cents
The Parcel mail will be closed to-day at 5 p.m.	Friday	7th 11.00 A.M. to Noon Extra Postage 10 cents
Macau	Saturday	8th 9.00 A.M.
Singapore, Penang and Calcutta	Saturday	8th 9.00 A.M.
Tsingtao and Chefoo	Saturday	8th 11.00 A.M.
Shanghai	Saturday	8th 11.00 A.M.
Singapore, Colombo and Bombay	Saturday	8th 10.00 A.M.
Swatow, Amoy and Tamsui	Saturday	8th 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HOROKOUL and SAN FRANCISCO	Saturday	8th 10.00 A.M.
Manila	Saturday	8th 10.00 A.M.
EUROPE & INDIA via TUTICORIN	Saturday	8th 10.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Saturday	8th 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Saturday	8th 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Saturday	8th 10.00 A.M.
The Parcel mail will be closed to-day at 5 p.m.	Saturday	8th 10.00 A.M.
Macau	Sunday	9th 9.00 A.M.
Singapore, Penang and Calcutta	Sunday	9th 9.00 A.M.
Tsingtao and Chefoo	Sunday	9th 10.00 A.M.
Shanghai	Sunday	9th 10.00 A.M.
Singapore, Colombo and Bombay	Sunday	9th 10.00 A.M.
Swatow, Amoy and Foochow	Sunday	9th 10.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Sunday	9th 10.00 A.M.
Batavia, Cheribon, Samarang and Macassar	Sunday	9th 10.00 A.M.
Manila, Zamboanga, Port Darwin, Iboray	Sunday	9th 10.00 A.M.
Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Sunday	9th 10.00 A.M.
Manila	Monday	10th 9.00 A.M.
Ningpo and Shanghai	Monday	10th 9.00 A.M.
Shanghai	Monday	10th 9.00 A.M.
Sandakan	Monday	10th 9.00 A.M.
Shanghai	Monday	10th 9.00 A.M.
Manila and Cebu	Monday	10th 9.00 A.M.
EUROPE & INDIA via TUTICORIN	Monday	10th 9.00 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents)	Monday	10th 9.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Monday	10th 9.00 A.M.
Shanghai	Tuesday	11th 9.00 A.M.
Singapore, Penang and Bombay	Tuesday	11th 9.00 A.M.
Prinz Heinrich	Tuesday	11th 9.00 A.M.
Changsha	Tuesday	11th 9.00 A.M.
Tean	Tuesday	11th 9.00 A.M.
Kwangtung	Tuesday	11th 9.00 A.M.
Maujung	Tuesday	11th 9.00 A.M.
Kiukiang	Tuesday	11th 9.00 A.M.
Shimose	Tuesday	11th 9.00 A.M.
Empress of Japan	Tuesday	11th 9.00 A.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Tuesday	11th 9.00 A.M.
Manila	Tuesday	11th 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Tuesday	11th 9.00 A.M.
Manila	Tuesday	11th 9.00 A.M.

## FOR THE RACES.



SOLE AGENTS FOR CHINA:

H. RUTTONJEE &amp; SON.

WINE &amp; SPIRIT MERCHANTS.

Hongkong, 2nd January, 1908.

38

## FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

A Peerless Wood Preservative and insoluble Paint, in Sea-Water ABSOLUTELY PROTECTION against the "Teredo" and all other Marine-For-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Boese Brothers) Swatow.

General Agents for the East.

1347

TO-DAY.

Sale, Confiscated Goods, and Unclaimed Property, at the Central Police Station's Compound, Messrs. Hughes & Hough, 11 a.m.

At the Theatre Royal, City Hall, the Band-man Comedy Company, in "Sunday," 9 p.m.

## VESSELS EXPECTED.

## THE GERMAN MAIL

The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst. p.m., and may be expected here on or about Monday, the 10th inst. p.m.

The L.G.M. str. Gothen carrying the German Mails with dates from Berlin of the 14th ult. left Colombo on Saturday, the 1st inst. a.m., and may be expected here on or about Tuesday, the 11th inst. p.m.

## THE INDIAN MAIL

The Indo-China str. Kuchang from Calcutta and the Straits left Singapore for this port on 28th inst., and may be expected here on or about 11th inst.

## THE AMERICAN MAIL

The T.K.K. str. Nippon Maru sailed from Yokohama on the 3rd inst., and is due to arrive here on the 12th inst.

## THE KOREAN MAIL

The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst. p.m., and may be expected here on or about Monday, the 10th inst. p.m.

## THE TURKISH MAIL

The T.C.M. str. Tigris left Constantinople on Saturday, the 13th inst. a.m., and may be expected here on or about Tuesday, the 17th inst. p.m.

## THE CHINESE MAIL

The C.N.M. str. Tsinan left Sydney on 21st ult., and is due here on 14th inst.

## THE N.Y.K. str. Kiso Maru (Bombay Line)

left Bombay, for this port via Colombo and Singapore on the 29th ult., and is expected here on the 18th inst.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at the KOWLOON BOOK-STALL, No. 86, Elgin Road & M.Y. AH YAU'S

FERRY WHARF STALL.

Hongkong, 22nd December, 1908.

THE AMERICAN MAIL

The T.K.K. str. Nippon Maru sailed from

Yokohama on the 3rd inst., and is due to arrive

here on the 12th inst.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

February 6th.

ON LONDON.—  
Telegraphic Transfer ..... 1/10/5  
Bank Bills, on demand ..... 1/10/2  
Bank Bills, at 30 days' sight ..... 1/10/4  
Bank Bills, at 4 months' sight ..... 1/10/4  
Credit, at 4 months' sight ..... 1/11/1  
Documentary Bills 4 months' sight/1/11

ON PARIS.—  
Bank Bills, on demand ..... 2/20/1  
Credit, at 4 months' sight ..... 2/21/1

ON GERMANY.—  
on demand ..... 10/1/1

ON NEW YORK.—  
Bank Bills, on demand ..... 4/1/1  
Credit, at 80 days' sight ..... 4/7/1

ON BOMBAY.—  
Bank Bills, on demand ..... 1/10/1  
Credit, at 80 days' sight ..... 1/10/1

ON SHANGHAI.—  
Bank, at sight ..... 7/4/1  
Private, 30 days' sight ..... 7/5/1

ON YOKOHAMA.—On demand ..... 9/2/1

ON MANILA.—On demand—Peso ..... 9/2/1

ON SINGAPORE.—On demand ..... 11/3/1

ON BATAVIA.—On demand ..... 5/1/1

ON HAIPHONG.—On demand ..... 5/1/1

ON SAIGON.—On demand ..... 6/1/1

ON BANGKOK.—On demand ..... 7/2/1

SWEDEN, Bank's Buying Rate ..... 5/0/45

GOLD LIRA, 100 fine, per oz ..... 5/0/40

BAR SILVER, per oz ..... 2/5/1

SUBSIDIARY COINS per cent.

Chinese 20 cents pieces ..... 7/0/0 discount

10 " ..... 7/3/0 "

Hongkong 20 " ..... 6/4/0 "

10 " ..... 6/5/0 "

OPPIUM.

February 6th.

Quotations are—

Malwa New ..... 3/40 per poun.

Malwa Old ..... 2/80 "

Malwa Older ..... 2/120 "

Malwa V. Old ..... 2/150 "

Penian fine quality ..... 2/80 "

Penian extra fine ..... 2/80 "

Patna New ..... 2/35 per oz.

Patna Old ..... 2/35 "

Patna New ..... 2/35 "

Patna Old ..... 2/35 "

Baroda New ..... 2/35 "

Baroda Old ..... 2/35 "

STEAMERS PASSED THE CANAL.

Jan. 1st.—Tremak, Blucher, Hohenfels. 4th

Drangsoith, 8th—Ayamereen, Indrasamha, Senegambie, Fuzan, 11th—Atholl,

15th—Benlaur, Longue, Cethay. 23rd—

Manila, Monmouthshire, Satsuma, Patroclus, Antiochus. 25th—Bennoor, Palma, Sambia, Pakling, Pathan, Tonkin, Sagona, Tamba Maru.

29th—Hohenstaufen, Batavia, Murrison, Nyonya, Seling, Feb. 1st—Aja, Macau, Louher Castle, St. Andries Rickmers. 5th—Borneo, Diomed, Glenturret, Peleus, Persia, Bendoran.

ARRIVAL AT HOME.

Feb. 4th—Armand Béth, Kanagawa Maru.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).